

# HOW RAILROADS HAVE OPENED CUBA TO OUTER WORLD

New Trunk Line to Santiago  
Built By Sir William  
Van Horne.

By Frank G. Carpenter.

SANTA CLARA, CUBA.  
Within the past few weeks I have traveled over the coast of Cuba by rail. It is now possible to go from one end of the island to the other, and branch lines are planned for the east and west which will eventually make every part of the country accessible by train. There are already more than fifteen hundred miles of trunk lines, and of these more than one-third have been built since the war. The Cuban railroads, owned by American and Canadian capitalists, headed by Sir William Van Horne, completed its main line in 1902 and the trains are now running on the branch which joins that with the new port of Antilla, on the Bay of Nipe. The Cuban road has now 450 miles of track, and it has thrown about 70 per cent. of the whole island open to settlement. I shall write fully concerning it later on.

## Good Railroad Properties.

The older railroads of Cuba are well established, and they have large earnings. Their stock is far above par and is growing in value every day. There have been about \$25,000,000 invested in such roads up to 1898, and they were then making net earnings of more than \$2,000,000 per annum. The roads have been improved since then, and nearly all have made extensions.

Cuba is one of the offest railroad countries on our hemisphere. It had railways before any other country of Spanish America, and as far back as the days of Jackson's presidency a concession was granted for a railroad from Nuevitas on the north coast of Camaguey, a distance of forty-five miles. The road is still in existence, and it has a large traffic.

The Western railway of Havana runs from that city for a distance of two hundred miles down into the province of Pinar del Rio, reaching the famous tobacco fields. It is well built, well equipped, and makes good time. It has first and third-class cars, and it is a good business in both passengers and freight. The through rates are about three cents a mile first-class and half that for third-class.

## The United Railways.

The United Railway Company extends from Havana eastward through the provinces of Havana and Matanzas, with branch lines covering the whole of Havana, including Bataban, the sponge-fishing center and fort on the south. This road has 265 miles of track. It is well built and one of the best managed on the island. It is connected with the Cuban road by the Cuban Central Railway, which runs from Jovellanos to Santa Clara, thus completing with the United Railway, the trunk line from Santiago to Havana. The Cuban Central Railway is rough to an extreme and is in bad condition, although it goes through one of the richest parts of the island and has a large traffic. In addition to these there are branch lines, which are more or less under the control of the main lines, and also the plantation railroads, about one



PICNIC WAITING FOR THE TRAIN AT CUBIT AS, CUBA RAILROAD.

## Railroad Travel in Cuba.

All of the railroads, with the exception of the Cuba road, are owned by British, Cubans and Spaniards, the British having by far the largest holdings. The cars are on the American plan, with seats facing the front and aisles running through the middle. They are usually comfortable, and especially so on the trunk line from Havana to Santiago. The United Railway Company has parlor cars, with wicker swivel-back chairs, which are especially adapted to this climate, and the sleepers, which carry four from the east to the west, in about twenty-four hours, are made in the United States after the Pullman pattern, but higher and with lower seats than our sleeping cars. Indeed, one can now travel comfortably all over Cuba. I came from Havana to Jovellanos in a chair car, riding all day in it at an extra charge of 40 cents over the ordinary rate, and I have several times ridden over the Cuba road with ladies in my party quite as comfortably as upon any railroad at home.

The porters and conductors of the sleeping cars are yellow-faced Cubans, who speak broken English. The conductors on the main lines are Cubans, and there are newsboys dressed in suits or gray linen, who work the train with papers and novels in Spanish and English. Smoking goes on in all the cars, and after our breakfast Matanzas I noticed that the newsboy puffed a huge cigar as he showed his wares to the passengers.

So far there are no dining cars. From twenty to thirty minutes are allowed at

the stations for meals, which cost from fifty to seventy-five cents. There are also lunch counters, and at nearly every stoppage peddlers bring fruit and eatables to the car window.

## How the Cuba Road Was Built.

The Cuba Railroad is by far the longest on the island, and it will eventually be one of the best railroad properties of this part of the world. It runs right along the backbone of Cuba, extending from Santa Clara, which is west of the center of Cuba, eastward to Santiago, opening up a country which heretofore has been accessible only from the coast. This is the widest part of Cuba, and it has some of the richest soil and best material resources. The trunk line is 354 miles long, but with the branches there are altogether about 500 miles more of track, and the system will be extended until it encloses central Cuba like a net.

The Cuba road is one of the wonders of modern railroad building. Its main line was constructed within less than two years, and that without a government concession, without a right of way and without the making of a dollar of the public. It was planned, financed and built by Sir William Van Horne, who had completed the construction of the Canadian Pacific, and Alexander-like, was looking about for other worlds to conquer. He had come to Cuba just after the war, on his way to British Guinea, where he had interests in gold mines, and the railroad people here had taken him over their system in a special car. Sir William never travels without a map. He is a shrewd observer, and as he rode over the central and western provinces he saw the

potential wealth of the island. He realized the profit that could be made in sugar, tobacco and fruits, and was impressed with the fertility of the soil. In looking at the map he saw that seven-tenths of Cuba seemed to be undeveloped, and that its whole eastern half had no great railroad and practically no means of transport. He saw that the character of the land was such that it was fully as good as that of western Cuba, but that it was inaccessible, although a number of railroads had been planned in the past, and the Spanish government had once offered to grant to eight per cent. dividends on the cost of construction if a trunk line were built.

The more Sir William investigated the subject the more he became convinced that such a road would be of vast good to Cuba, and that it would eventually be a profitable undertaking. He did not come to this conclusion until he had sent his engineers over the line on horseback and had traveled over the most of it himself on horseback and in wagons.

## Quick Financing.

As soon as he decided, however, that it would pay, he started for New York and there he financed the road in less than two days. He wanted big men, and rich men, and men who could afford to lose their money if things went the wrong way. He started out to get over \$7,000,000 in \$50,000 shares, and picked out eighteen men of whom he expected to ask \$100,000 each to begin with. These men were among the leading capitalists of the United States. They were men accustomed to dealing in large sums, and



CONDUCTORS CUBANS.

It took but few words to get their subscriptions. Among them were E. H. Harriman, James J. Hill, Granville M. Dodge and others. Sir William had only to point out that there was one of the richest of all countries, lying in the front doorway of the world, with millions of acres of undeveloped lands, surpassing all others in their ability to raise sugar, tobacco and other money crops. He showed them that similar lands in Hawaii costing as high as \$300 per acre pay an interest on the investment, and that these undeveloped lands could be gotten from \$1 to \$5 an acre, and that by the thousands of acres. The map spoke for itself, and there was no trouble in getting the subscriptions. This was five years ago. Since then almost twice that amount has been spent, but the trunk line of the road has been completed, a great harbor opened up on the biggest and best bay of Cuba, sugar plantations and other enterprises begun and a system of development originated which in time will probably be of great profit to the investors.

## Building New Railroads in Cuba.

The building of the Cuba road was a wonder. The American syndicate had no right of way, Cuba was then in charge of the United States, and the former amendment forbade that any concession be granted during the military occupation.

Sir William Van Horne had the Spanish railroad laws translated, in the hope of finding a loophole in them that would let him go ahead, but there was none. He then fell back on the common flight of every man to build upon his own land, and decided to buy the land, which the railroad was to go, from the

center of the island of Santiago. He did this, and was then only blocked where the route crossed the public roads, and he could have the right of way only by consent of the government. He knew, however, that the people wanted the road, the officials wanted it, and our government wanted it, and also that no one was likely to object to what every one wanted, and that he could, therefore, build across the public roads without a concession. He did this, and no one has objected.

He used Cuban workmen to construct the line, and he says that they are as good labor as can be found anywhere. He took some time to get the Cubans to learn to handle the pick and shovel, but after that they worked rapidly and conscientiously, clearing the forests and laying the tracks. Some Spaniards also were imported from Northern Spain, and the work was done quickly and well.

## Big Sugar Mills.

This is, however, only the first stage in the development of the enterprise. The Cuba Company, which is the name of the syndicate owning the road, has several hundred thousand acres of land, and it is already clearing the forests and laying out great sugar plantations. There is one at Jambolton, between Santa Clara and Sagua, where in the neighborhood of three thousand acres have already been cleared and a mill, grinding a thousand bags a day, is building. This mill alone will represent a population of eight or ten thousand people when it and the plantation connected with it are in operation. Sugar mills will be built by the Cuba Company and other syndicates all the way along the road to Santiago and Nipe Bay, and it is believed that one hundred mills could be profitably established. Each such mill should be worth to the railroad about \$250,000 a year in gross receipts, and the possibility of sugar mills owned by private companies along the road, and the Cuba Company has, I understand, agreed to build a mill in the south, the latter reaching the main line at San Luis not far from Santiago.

As I have said, the road runs along the backbone of the island. The richest soils lie in the valleys, and it is the intention of the company to build branch lines down the valleys all along the way, so that the trunk will be fed by these lines, making the system look like the veins of a leaf. Other extensions are planned at Santa Cruz and Bayamo in the south, the latter reaching the main line at San Luis not far from Santiago.

## Cuba's New Port.

One of the most important parts of the Cuba road is that which was opened this year to Antilla, on Nipe Bay. This bay is large enough to hold the harbors of Santiago, Matanzas, Havana and every other good harbor in Cuba, and leave room to spare. In a great part of it the water is over 200 feet deep, with a depth great enough for big steamers close to the shore. Wharves have already been built at Antilla, and the Ward Steamship Company has contracted to put on regular steamers from it to New York. The ships will be of from 3,000 to 5,000 tons and will make the trip in two and one-half days. Through rates from New York to Havana, via Antilla and the Cuba Railroad, will be sold at the same rate as to Havana direct, and it is probable that a large part of the tourist travel will come or return home this way. Arrangements have been made with the railroads to call at Santiago or Antilla, and passengers will be able to go through this part of Cuba on their way to and from Jamaica.

The Nipe Bay harbor will have all modern conveniences for handling freight. At Havana everything is loaded and unloaded in lighters. The Cuba Company will transfer its freight from the cars direct to the steamers, and it will have such loading and unloading facilities that it will pay vessels to go there rather than to Havana, or any other port for that reason alone. Indeed, it is expected that Nipe Bay will within a short time be the chief port at the eastern end of the island, and that it will seriously injure the trade of Santiago.

## Something About Cuban Backwoods and Commercial Possibilities of the Island.

I wish I could show you the backwoods of Cuba, which have been opened up by this new railroad. Leaving Santa Clara the train takes you for miles through a rich farming country, with sugar mills, tobacco fields and pastures on each side of the track.

Further on the road enters the woods and you ride for miles through a tangled jungle of great trees loaded with orchids and bound together with vines. There are mahogany, cedar, lignum vitae, palms and tropical trees. Here they are cutting the forests and there is a saw mill where the logs are being stacked up for shipment. The mahogany lies in the ground in great piles with cords of ties stacked up beside it.

Your next sight is clearing where the forest has been cut and burned over. There are stumps as high as your waist, half-burned logs lie on the ground, but through the whole are the rows of sugar cane as sprouting and near by are patches of bananas which have grown up and almost hidden the stumps. No up and almost hidden the stumps. The cane is put in a hole in the earth, the bananas set out and all grow without cultivation.

Every now and then you pass a low tower also with real estate signs stating that tracts of five lots will be given free to the first settlers who will build houses satisfactory to the company. As a rule a half dozen thatched buildings and the depot constitute the settlement, and so far the pioneers have not yet arrived. There are many places along the road where the trees have been cut and the fire started, so that you ride through a blazared forest, with a few smokestacks and a few rough pastures fenced in with wire or g-uinea grass growing among the stumps and fat cattle feeding upon it. About the middle of the trip the road has been cleared for pasture, and farther on I saw many new clearings on both sides of the road.

Camaguey is the headquarters of the Cuba Railroad. It is a city of 35,000 people, which has until now been accessible by railroad only from Nuevitas, 150 miles away. The Cuba Company are, and here also the Camaguey Hotel, about the best on the island, which was built by Sir William Van Horne.

Going farther eastward the road runs for many miles through the woods, with scattering settlements here and there. To Alto de las Manzanas, the road goes to Nipe Bay, which is, I judge, twenty-five or thirty miles distant. The road has been cleared close to the water, and it is now growing sugar cane, cacao, oranges and bananas, and already shipping fruit to New York.

FRANK G. CARPENTER.

# BEAUTIFUL LAND OF KILLARNEY, GEM OF THE EMERALD ISLE.

"THE BALTIC," WHITE STAR LINE.  
July 18.—The first glimpse that I got of Ireland was through a cold mist that lay against the dark green mountains of County Cork; and as the great ship that now bears us away towards America left the shores of Europe the last view that I got of the old land was through a melancholy, weeping, Irish mist that shut out the July sunshine and enveloped the hills in an unbroken gloom. Nature's tears fall freely over Ireland; and the sadness and hopelessness, which seems to be the leading characteristic of the Irish people at home, may be due largely to the climate of Ireland. Many deep thinkers contend that the gloom that all the thriftlessness of this people is due to the climate. Those who have studied deeply into the racial characteristics of the Irish people and are familiar enough with ethnology to draw broad conclusions, say the Irish were originally a far southern people, and for thousands of years lived in the sunshine of some mild Oriental land, and learned the habit of living out of doors and breathing the fresh air of fields and woods. Seven thousand years ago they found their way into Europe, and in the process of time were driven farther and farther into the north and west until they reached Ireland, an island only three-fourths the size of the State of Virginia, on a latitude with bleak Labrador, and in the path of the currents and winds of the ocean that envelop the island for most of the year in mist and fog and rain.

Some people say the Irish people can never thrive so long as they stay at home, but that they need transplanting to some sunny climate like America, where they can return to the habits of the youth of their race when they lived and loved in some warm climate fully and as far south as Greece or southern Italy. Whether or not this is the secret of the Irishman's success and energy when

he gets to America, I am not as yet prepared to say; but I think there may be a spark of truth in it. Indeed, I am almost sure it is largely true.

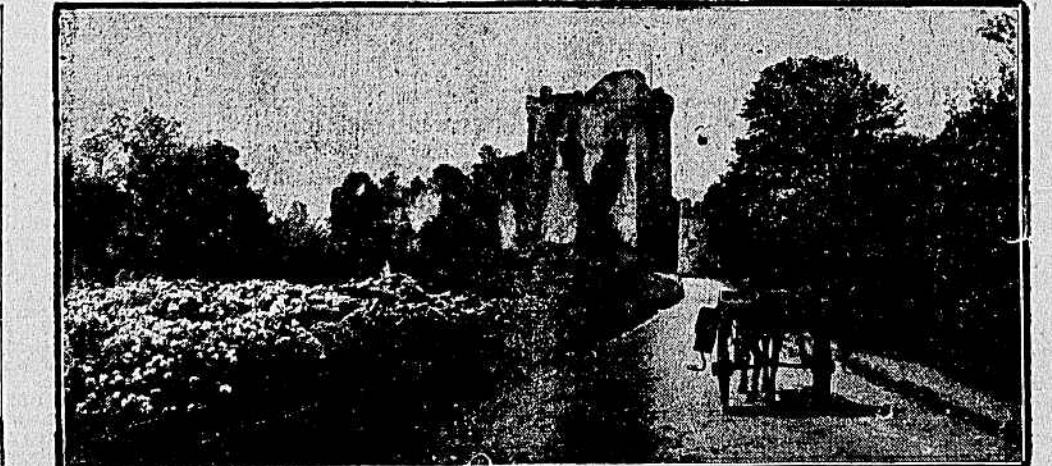
All the Irish people like America. When the Baltic left Queenstown I brought along probably four or five hundred steerage passengers, a large number of whom were Irish of the real type. I watched them embark, and studied them with the deepest interest, as they with their little bundles of clothes bade farewell to the old land. It was indeed a pathetic sight, but there was also a hopefulness in it. These people were going to America, the land which they had learned to love from their very cradles. A new look came into their eyes as they turned their backs towards the great free land of the United States. For the first two or three days out the steerage passengers were very moody and uneasy, but as we neared the United States their spirits began to rise. At night an Irishman from County Galway went down and brought up on deck an accordion which no doubt had figured in many an Irish scene of festivity among the rocky hills about his old home, and as he began to play the decks were cleared, and such another dance as these Irish people had out there on the steerage deck I have never seen before in my life. Everything tried to waltz, and even a kind of a German waltz, and the west wind bringing in the soft, warm air from "Amurky." Ah, this was a dance worth seeing! One great big Irishman jumped out on the floor, stamped his feet once or twice and called for a partner. A young Irish girl, with shoes on—but no stockings—and a red handkerchief around her head, responded to the call. I have seen a good deal of different kinds of dances in my time, but the dancing that this couple did out on that deck was the most remarkable I have ever seen. Patrick (I suppose that was his name) grabbed the girl around the waist and she laid her left arm over his right shoulder.

I am not exaggerating it when I say they waltzed around seventy-five times to the minute, waltzing in the most perfect time and with the most absolute abandon to the spirit of the time. On one occasion that ever happened since, Pan Pinnings of Greece, and the gods joined in the fun. In ten minutes fifty couples had the floor, an American flag had been hoisted over the scene, two or three more accordions were being played, and to have a good time. I don't know how long the dance lasted, but it was still going on when at 11 o'clock I went to my stateroom to retire for the night.

The flag, which was the first American flag I had ever seen, was hoisted over the scene. The Irish flag I saw in Ireland was an immense star spangled banner hanging far out over Patrick Street, the leading thoroughfare of the city of Cork. And all over the island I saw them. The largest flag that I saw in Dublin was an American flag; and I was told whenever I asked about it, that the Irish people could settle the matter for themselves ninety-nine out of every hundred would vote for union with America to-morrow if they could.

Before I landed in Ireland some one told me to let it be known I was an American wherever I went, and I would be well treated. And I found this to be true. A Roman Catholic priest told the Irish people literally hated the English with a perfect hatred. They hated everything about England, even the flag itself.

"Yes, we hate England," he said, "and we thank God for that blessed privilege. There is such a thing as a 'holy hatred.' If any country ever ought to hate any other country, Ireland ought to hate



OLD ROSS CASTLE AT KILLARNEY.

England. They have oppressed Ireland for five hundred years, and around her people into the very mud and dirt of her bogs. They have deliberately broken up Ireland's manufactures, stamped out her commerce, oppressed her people, and she has been taxed her land most shamefully and done everything that possibly could be done to bring her to ruin; and now they are seeking means to help Ireland, and lift her up and teach her industry. It is a mockery.

"Ah, America is the Irishman's home! God bless the country, where and Irishman can meet an Englishman as an equal and not as a serf and vassal—a country where an Irishman does not have to take an Englishman except for what he is as a man; and if the Englishman sneers, Pat can pass him in in the new and say, 'Here, by daps, I'm as good a man as you are!'"

In my rambles in the far interior I always found the Irish people eager to hear about America. They asked me every conceivable kind of a question about the United States, and wanted to know all about the climate, crops, the railroads, the cattle, the milkpots, the geese and ducks, the pigs and even the garden vegetables. And I always told them about these things as best I could.

One morning when I was in Killarney, that real Irish town near the lakes and mountains, I took my camera and a note book and strolled far away from the great tourist hotel, where I was staying. After half an hour's walk I found myself in the heart of the village, in the very midst of the most perfect Irish scenery I had up to that time had the pleasure of seeing. There were great masses of geese were paddling and diving in black, filthy pools, and pigs were equally as much in evidence. These latter gentlemen seem to be very familiar on short acquaintance, and as I stopped at a cottage or rather a hut, to speak with an old woman, I was rooted up by my trousers leg, and then began to rub myself against her. That was a procedure I did not exactly fancy, and as I kicked at the pig, the old lady said, "Och, please yer honor, ye'll have to excuse the pig. It is that spoiled hog gives me more trouble than all me children together."

I talked for some minutes with this old woman, who, like all the Irish, was very talkative, and then moved over to the other side of the street to where another middle-aged woman was selling small

entrances to the ragged boys and young men who now and then happened to pass. I had the curiosity to know what the Irish ate, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me, mainly because I was an American. I made myself agreeable as I could, telling them about America as their eyes widened, and I engaged in conversation with the woman and a half-dozen men and boys who happened to be standing by. They were all eager to talk to me,